

NOTICE OF DECISION

APPLICANT: Dan Rowe
Evergreen Ford Lincoln
1500 18th Ave
Issaquah, WA 98027

APPLICANT AGENTS: Eric Hansen, Owner Representative
David Estes, Project Architect

PROJECT NAME: **Evergreen Ford Lincoln Dealership**

APPLICATION TYPE: Site Development Permit

FILE NO.: SDP19-00001

APPROVAL DATE: October 2, 2019

REQUEST: The proposal is the development of a new Ford and Lincoln Automotive Sales and Service facility. The building ground floor footprint is 44,438 sq. ft. with a total gross floor area of approximately 145,000 sq. ft. The project includes relocation of wet and dry utilities, an extensive storm water management system, site clearing and grading, tree removal, and frontage improvements. The N. Fork of Issaquah Creek crosses the northern edge of the site. The applicant seeks a 25% buffer reduction, pursuant to IMC 18.10.790, and proposes buffer enhancement plantings along the reduced buffer to a width of 75' from the ordinary high-water mark. The project is proposed to be built in phases.

ASSOCIATED PERMITS: Administrative Adjustment of Standards, AAS19-00005.

LOCATION: 22975 SE 66th St, Issaquah, WA

PARCEL NUMBER(S): Parcel #: 2724069086

SUBAREA: Central Issaquah

**COMPREHENSIVE
PLAN DESIGNATION:** Commercial

ZONING: IC (Intensive Commercial)

PROJECT PLANNER: Katie Cote, Planning Consultant
Development Services Department, (425) 837-3100

I. DECISION

The Development Commission reviewed the proposed Site Development Permit for the Evergreen Ford Lincoln Dealership, SDP19-00001, during a public hearing conducted over three evenings: May 1, 2019, August 21, 2019, and October 2, 2019. After reviewing the application, project drawings and technical studies, the Staff Report dated May 1, 2019 with Attachments 1-8, Briefing Response Memo dated August 14, 2019 with Attachments 1-6, Remand Response Memo with Attachments 1-4, and listening to representatives on behalf of the applicant, city staff, and the public, the Development Commission approved the Site Development Permit and associated Administrative Adjustment of Standards with Conditions. Approval of the land use application is based on the project materials listed above, the Findings of Fact and Conclusions in Part III below and is subject to the conditions contained in Part VI below.

Richard Sowa

Richard Sowa, Chair
Development Commission

10/09/2019

Date

This Notice of Decision has been executed this 9th Day of October, 2019 by the Chairman of the Development Commission on behalf of and per the direction of the Development Commission.

WHEREAS, a public hearing was conducted on May 1, 2019, August 21, 2019, and October 1, 2019 to consider a Site Development Permit for a Ford and Lincoln Dealership with a ground floor service facility and up to three levels of structured parking for merchandise vehicles, staff, and customers.

WHEREAS, the Development Commission reviewed the application on May 1, 2019, August 21, 2019, and October 2, 2019 and has had adequate time to review and reflect upon the application; and,

WHEREAS, the Development Commission is now satisfied that the application has been sufficiently considered, and hereby makes and enters the following:

II. FINDINGS OF FACT

1. To be approved, the proposed Site Development Permit must comply with the requirements of the Central Issaquah Plan – Development and Design Standards (CIDDS), the Issaquah Comprehensive Plan, and the Issaquah Land Use Code (IMC 18).

2. Evergreen Ford Lincoln submitted a Site Development Permit application on March 5, 2019, to construct a four-story automotive dealership and service facility with structured parking on 3.92 acres. The project will be built in phases, with a final building square footage of approximately 145,000 square feet. An additional detached display pavilion will provide frontage onto E. Lake Sammamish Parkway. The project proposes 300 customer, employee, and service parking spaces. The proposal requested critical area buffer reduction 100 ft. to 75 ft. for the portion of the N. Fork of Issaquah Creek crossing the site. The site is accessed via SE 66th Street, 230th Avenue SE, and a new private street.
3. Table 4.3A of the CIDDS requires development projects greater than or equal to 100,000 square feet, or a site area of greater than or equal to three acres, be reviewed under Level 3 criteria; both the building footprint and the site exceed these minimums; therefore, review and approval of the project by the Development Commission was required.
4. The property is located in the Central Issaquah Subarea north of Interstate 90 and east of E. Lake Sammamish Parkway in the Eastlake Neighborhood. The property is zoned IC (Intensive Commercial) and is designated as “Commercial” in the City of Issaquah’s Comprehensive Plan.
5. The site is currently partially cleared, with two vacant structures in poor condition.
6. Access to the site will be from SE 66th Street and 230th Avenue SE.
7. Staff have thoroughly reviewed the application and presented their findings in following documents:
 - a. A Staff Report dated May 1, 2019, which thoroughly reviews the application in relation to the applicable approval requirements. The report contains sections on Background/History; Public Notice; Approval Criteria; and Development Standards and Regulations; Stormwater Management and Ground Water Protection; Critical Areas Development Standards; Water Service; Sewer Service; Street Design Standards; SEPA Compliance; Land Use Dimensional Standards; Parking; Landscaping Standards; Urban Design Guidelines; Comprehensive Plan; Public Comment; City Department Review (Fire, Public Works Operations, Police, and Building); and a recommendation of approval, subject to 31 conditions. In addition, the staff report contains numerous attachments, which relate to the review of the project.
 - b. Staff issued a supplementary Briefing Response Memo dated August 14, 2019 based on issues raised throughout the review process, including architectural design, display pavilion use and design, the Natural Context area, lighting, tree retention and density, stream buffer reduction and mitigating impacts to the North Fork of Issaquah Creek, buffer impacts along frontages, buffer mitigation plantings, public access to critical areas, impacts to wildlife, view impacts, sustainability, stormwater revisions, FEMA floodplain requirements, street improvements and traffic, and clarifications from staff. The Briefing

Response memo also contained additional attachments and an updated list of conditions.

- c. A further supplemental Remand Response Memo, dated September 27, 2019, includes information requested by the Development Commission regarding an offsite waterway south of the project site and attachments.
- d. A Final SEPA Threshold Determination, dated October 2, 2019 was provided to the Development Commission at its October 2, 2019 meeting.

The Development Commission finds these documents, including their attachments, to be a thorough and complete review of the application and hereby incorporates their factual information by reference as a finding.

- 8. The approval conditions shown below in Section VII reflect the final SEPA MDNS, as well as the final SDP conditions. Conditions for approval have been proposed, revised, and deleted throughout the review process in response the applicant revisions, additional information, Commissioner comment, public comment, and other factors.
 - a. Both the May 1, 2019 Staff Report and the August 14, 2019 Briefing Response Memo proposed and revised approval conditions for the Site Development permit and its associated SEPA threshold determination.
 - b. Staff provided the Development Commission an informational Remand Response Memo dated September 27, 2019 with three attached memos and the public comment received in response to the August 21, 2019 Commission remand. Though the Staff Report and Briefing Response Memo are both explicitly noted in the motion to approve the project, the Remand Response Memo is not, although the Development Commission has reviewed the memo, the attachments, and public comment, and considered its contents in making its decision.
 - c. Revisions to SEPA conditions were made in response to additional information gathered during the remand period, including new information from the applicant and City consultant expert reviews, public comment, and the October 1, 2019 River & Streams Board meeting. The revised SEPA MDNS included changes to two SEPA Conditions (numbers 1 and 5). Changes to these SEPA conditions were not noted in the approval motion, although staff presented to the Commission at their October 2, 2019 meeting the full text of the revised SEPA Condition 1, which addressed impacts to fish habitat in the ditch and also discussed the revisions to SEPA Condition 5, which pertained to the ability to require mitigation plantings on WSDOT-owned property.
 - d. The Development Commission has reviewed the revised SEPA MDNS conditions and considered them in makings its decision.
 - e. This project is subject to SEPA conditions listed in the final SEPA MDNS issued by staff on October 2, 2019. Proposed SEPA conditions noted in the Staff Report and Briefing Response Memo should be disregarded.
- 9. The Development Commission held a public hearing on the proposed Site Development Permit on May 1, 2019, and it was continued to August 21st, and finally to October 2, 2019. Notice of the hearing was forwarded to the Issaquah Reporter, posted on the City's website,

and mailed to property owners within 300 feet; and the site was posted. Notices of application and public hearing were provided consistent with the requirements of IMC 18.04.180 Public Notification.

10. Beyond the information provided in the application, the Staff Report and its attachments, the Briefing Response Memo and its attachments, the Remand Response Memo and its attachments, and the SEPA threshold determination, significant information was provided by staff and the applicant to the Development Commission during the course of the public process to enable it to have a complete and thorough understanding of the project. This includes:
 - a. A slide presentation by staff of the existing site and surrounding areas; a presentation by staff of how the project complies with the Central Issaquah Plan and Central Issaquah Design and Development Standards; and
 - b. A presentation by Staff and the applicant of their responses to the Commission's and public's comments, concerns, and questions raised at the first part of the Public Hearing; and
 - c. Presentations by staff and the applicant responding with specific detail to the Commission's request for additional information regarding the offsite water course south of the project site;
 - d. Input provided by the Rivers and Streams Board at their March 26th, 2019, June 4th, 2019, and October 1st, 2019 meetings; and
 - e. Public comments, concerns, and questions raised through letters and emails, at the first part of the Public Hearing and at the Rivers and Streams Board meeting.
11. The public was given the opportunity to provide testimony at the public hearing held on May 1, 2019, August 21, 2019, and October 2, 2019. A number of people spoke in opposition to certain aspects of the project, and a number of people spoke in favor of the project. The topics of concern include: impacts to the North Fork of Issaquah Creek and the reduction of the stream buffer; impacts to and regulation of the unnamed water feature south of the project site; construction impacts to the mapped floodplain; whether the project has properly met sustainability requirements; treatment of stormwater to protect the quality of drinking water; tree removal and how the tree replacement fund is administered; construction impacts to salmon habitat; selection of appropriate trees to plant along stream and ditch; dissatisfaction with the way the critical areas code addresses salmon-bearing ditches; dissatisfaction with the review process and City staff's presentations; disagreement regarding City's conclusions that the water sources in the ditch are all artificial; protection of property rights and due process; and support of small and local businesses. The Development Commission sought clarification from the applicant on how it would use landscaping to prevent intrusion into the offsite water way south of the property, and the applicant committed to choosing an appropriate native shrub to place behind the required fence to prevent passage by people and pets. The Development Commission has considered the public testimony and applicant clarification in its recommendation on the matter.

12. Further public testimony was provided in the form of many emails related to the application. A total of 57 emails or letters were submitted by 45 individuals. The concerns expressed in the email communication received by Staff included: traffic counts leaving the Lakeside Industries site; infiltration of stormwater into a site in an aquifer recharge area; stormwater impacts to nearby salmon habitat; riparian impacts to the North Fork of Issaquah Creek and a water feature south of the property; impacts of the project on areas receiving investment by WSDOT; construction impacts to the mapped floodplain; the reduction of the stream buffer and buffer impacts to offsite areas caused by frontage improvements; whether the project has properly met sustainability requirements; identification and regulation of the water feature south of the site as a ditch rather than a stream; concern over tree removal on the site and application of tree preservation regulations in CIDDS Chapter 10; dissatisfaction with the way the critical areas code addresses salmon-bearing ditches; dissatisfaction with the review process and City staff's presentations; disagreement regarding City's conclusions that the water sources in the ditch area all artificial; protection of salmon habitat functions through appropriate buffers; application of Natural Context Area rules; dissatisfaction with the way the critical areas code addresses ditches; protection of property rights and due process; and support of local businesses. The Development Commission has considered this testimony and information in its decision on the matter.
13. Public comment was also gathered at a series of public meetings with the Rivers and Streams Board: March 26, 2019; June 4, 2019; and October 1, 2019. At these meetings topics of comment included the following: infiltration of stormwater into a site located in an aquifer recharge area; stormwater impacts to nearby salmon habitat; riparian impacts to the North Fork of Issaquah Creek and a water feature south of the property; impacts of the project on areas receiving investment by WSDOT; construction impacts to the mapped floodplain; the reduction of the stream buffer and buffer impacts to offsite areas caused by frontage improvements; identification and regulation of the water feature south of the site as a ditch rather than a stream (and disagreement regarding whether water sources are all artificial); dissatisfaction with the way the critical areas code addresses salmon-bearing ditches; dissatisfaction with the review process and City staff's presentations; protection of salmon habitat functions through appropriate buffers; dissatisfaction with the way the critical areas code addresses ditches; protection of property rights and due process; and support of local businesses. While the River & Streams board advises the Mayor and Council, the public comment was often addressed to both bodies and the Development Commission was aware of this testimony and information.
14. The Public Record was closed on October 2, 2019.
15. The development standards for Zoning and Uses as set forth in Chapter 4 of the CIDDS were used to evaluate the development proposal, including, but not limited to: zoning districts; permitted land uses; levels of review; standards for height, floor area ratio, and setbacks; impervious surface standards; and build-to-line regulations. The Development Commission interprets build-to-line regulations (CIDDS Table 4.4) to exclude frontages within critical areas and their buffers and areas bordering streets outside the Central

Issaquah Subarea. The proposal, with the recommended conditions of approval, complies with the applicable standards for a land use level of review.

16. The development standards set forth in Chapters 6 and 12 of the CIDDs were used to evaluate Circulation Development and Design for this proposal, including, but not limited to: auto circulation standards; non-motorized circulation standards; driveway standards; block length; and landscape for circulation facilities. The Development Commission interprets the block length requirement (CIDDs 6.2.A) not to apply to this project based on adjacent land uses and the desire to protect the critical area and its buffer from disturbance; and that critical areas buffer vegetation can replace the required landscape strip for the private access street entering the site from NE 66th Street (CIDDs 6.4.D). The Development Commission further acknowledges AAS19-00005 which modifies the Boulevard street standard applied to a portion of E. Lake Sammamish Parkway under WSDOT jurisdiction, such that the required 12-foot median is omitted and required bike lanes are moved behind the curb. The proposal, with the recommended conditions of approval, complies with the applicable standards for a land use level of review.
17. The development standards set forth in Chapters 7 and 11 of the CIDDs were used to evaluate Community Space and Site Design for this proposal, including, but not limited to: Green Necklace; minimum building frontage; service loading and waste enclosures; wayfinding; universal design; pedestrian connections; views and vistas; auto circulation standards; non-motorized circulation standards; driveway standards; block length and landscape for circulation facilities. Regarding the conflict between Figure 7B (CIDDs Chapter 7), on which a “Proposed New Park” is shown at the project site, and the more recently adopted Parks Strategic Plan map, on which no proposed new park is shown, the Development Commission interprets the latter map from the Parks Strategic Plan to be applicable. The proposal, with the recommended conditions of approval, complies with the applicable standards for a land use level of review.
18. The development standards set forth in Chapters 8 and 15 of the CIDDs were used to evaluate Parking Development and Design for this proposal, including, but not limited to: quantity of parking for cars, bikes, and motorcycles; requirement for structured parking; tandem parking standards; commute trip reduction requirements; landscape requirements for surface and structured parking; and design standards for parking structures, surface parking, and bicycle parking. The proposal, with the recommended conditions of approval, complies with the applicable standards for a land use level of review.
19. The development standards set forth in Chapters 10 and 16 of the CIDDs were used to evaluate Landscape Development and Design for this proposal, including, but not limited to: requirements for outdoor storage and display areas; plant material adjacent to critical areas; minimum tree density; tree removal; replacement trees; maintenance of trees and landscaping; parking structure landscaping; and plant selection. The Development Commission finds that the criteria 1 – 4 in CIDDs 10.13.B have been met, which allows a

Modification to Tree Retention Requirements. The proposal, with the recommended conditions of approval, complies with the applicable standards for a land use level of review.

20. The development standards set forth in Chapter 17 were used to evaluate Lighting for this proposal. The proposal complies with the applicable standards for a land use level of review.
21. The development standards for Architecture and Urban Design as set Chapter 18 of the CIDDs were used to evaluate the development proposal, including, but not limited to: architectural style; the Traditional Issaquah district; the Natural Context area; specific building design elements of the Northwest Revival Style (massing, scale, wall materials, window materials, door materials, roof materials, and color); and urban design elements, such as context, block size, block access, and building edges. Development Commission views the site as having the following four distinct architectural elements which are separately reviewed and to which design standards shall be applied individually: the Ford Dealership; the Lincoln Dealership; the Service and Parking Facility; and the Display Pavilion. The proposal, with the recommended conditions, presents a design that is substantially compliant with Design Manual.
22. The Critical Areas Ordinance regulations from IMC Chapter 18.10 were used to evaluate the development proposal, including, but not limited to: stream buffer width requirements (IMC 18.10.785); exceptions to stream buffer width requirements (IMC 18.10.790); critical areas studies (IMC 18.10.410); mitigation (IMC 18.10.490); and definitions (IMC 18.10.390). The Development Commission finds that the water feature south of the project site meets the definition of a “ditch,” according to IMC 18.10.390, whereas the North Fork of Issaquah Creek meets the definition of a “stream.” The designation of the offsite water feature south of the project site as a “ditch,” means the critical areas standards regulating streams do not apply. Fish habitat impact is therefore addressed through SEPA, which is an Administrative decision. The proposal, with the recommended conditions of approval, complies with the applicable standards.
23. The Developer Obligations included in the Eastlake Neighborhood section of the Central Issaquah Plan were also used to evaluate the proposal, including specific directives under the topics of Livable, Distinctive, Connected, and Sustainable. The Development Commission used guidance from the Office of Sustainability and their consultant to review this proposal. The proposal, with recommended conditions of approval, complies with the Developer Obligations.
24. The proposal was referred to other City Departments including Fire, Public Works Operations, Engineering, Stormwater, Building, and Parks for review and comment. The Sammamish Plateau Water and Sewer District was also consulted during this review. Those comments received have been conditioned or incorporated into the Staff Report where applicable.

25. Any conclusion listed below which could be considered a finding is hereby incorporated as a finding.

III. CONCLUSIONS

1. This proposal was reviewed in accordance with the Central Issaquah Plan (CIP), Central Issaquah Development and Design Standards (CIDDS), and the Issaquah Land Use Code (IMC Title 18). The Development Commission is responsible for reviewing and making the decision for Site Development Permit applications.
2. The environmental impacts of this proposal have been reviewed according to the Washington State Environmental Policy Act (SEPA). A Mitigated Determination on Nonsignificance (MDNS) has been issued on October 2, 2019, concluding, with required mitigation conditions the project is not likely to have a significant adverse impact to the environment.
3. The application contains adequate information for the Development Commission to render this decision.
4. Adequate and timely notices to the public and the Parties of Record, as prescribed in the Procedures of the Land Use Code (IMC 18.04), have been provided.

IV. APPEALING THIS DECISION

This decision can be appealed. A Closed Record appeal of this decision shall follow the procedures set forth in IMC 18.04.250 (Administrative appeals) of the Land Use Code, and shall be heard by the City's Hearing Examiner. A letter of appeal shall include the reason for the appeal and a \$750.00 filing fee, which is required of appeals. All appeals shall be filed with the Development Services Department by 5:00 PM on October 23, 2019.

For further information on the appeal procedure or if you have any questions regarding this Notice of Decision, please contact the Project Planner (contact information provided above). Final decisions shall be valid for five (5) years from the Approval Date in the Notice of Decision and can be extended by the Director if all the criteria set forth in in accordance with Central Issaquah Development and Design Standards Section 3.11.A are met by the Applicant, or as long as there is an active Construction Permit for the project. Construction projects that have received Final Certificate of Occupancy are no longer considered active.

V. AFFECTED PROPERTIES

Property owners affected by this decision may request a change in valuation for property tax purposes notwithstanding any program of revaluation. Affected property owners may obtain further information regarding revaluation from the King County Assessor's Office, 500 Fourth Ave., #ADM-AS-0708, Seattle, WA 98104, (206) 296-7300.

VI. MOTION

I move that the Development Commission approve the Site Development Permit for the Evergreen Ford Lincoln project, file Number SDP19-00001, and the associated Administrative Adjustment of Standards, file Number AAS19-00005 as described and evaluated in the Staff Report dated May 1st 2019 with Attachments 1-8, Briefing Response Memo, dated August 14th 2019 with Attachments 1-6, and, project drawings and reports received March 5, 2019 and all subsequent submittals up to July 21, 2019; and, subject to the conditions there (and as amended tonight).

Revised Condition 10:

Consistent with minimum tree density standards in CIDDS 10.10, the applicant shall plant ~~333~~ 110 trees measuring a minimum of 2" caliper on site or in an approved offsite location, or else make a payment into the tree fund in lieu of providing replacement trees.

I move that the Development Commission direct the Development Services Department to prepare Findings of Fact and conclusions for review and approval by the Development Commission Chairman, affirming the Development Commission's decision to approve the Evergreen Ford Lincoln project, file numbers SDP19-00001 and AAS19-00005, subject to the conditions listed in the Staff report dated May 1, 2019 with Attachments 1-6, and, project drawings and reports received March 5, 2019 and all subsequent submittals up to July 21, 2019; and subject to the conditions therein (and as amended tonight).

VII. CONDITIONS OF APPROVAL

1. [Deleted by staff]

2. The applicant shall comply with these mitigation measures set forth by the SEPA Proposed Mitigated Determination of Nonsignificance:

SEPA Condition 1: The purpose and intent of the following conditions are to minimize project-related significant adverse environmental impacts to the adjacent drainage ditch, south of the project site located in the WSDOT right of way. A portion of the ditch has

been designed by WSDOT to provide forage and rest habitat for salmonids entering from the North Fork of Issaquah Creek:

- a. Adjacent onsite planting areas shall be planted with a mixture of native shrubs and trees in order to provide shading and natural water filtration, and groundcover to provide a more structurally complex habitat. If possible, the applicant is encouraged to also add native plants, shrubs, and groundcover in the offsite areas adjacent to the ditch owned by WSDOT. Plant densities shall be a minimum of nine feet on center for trees and five feet on center for shrubs. Planting densities are intended to provide a total number of plants per area – plants should be placed in random, naturalized clusters. Vine maples are considered a shrub and not a tree, so an alternative native tree species must be selected and approved by the City's consultant during Landscape permit review.
- b. In order to discourage the intrusion of people or animals, the applicant shall install a 4-foot-high split rail wooden fencing along the property line adjacent to the ditch. To prevent vehicle intrusion, wheel stops or similar mechanisms preventing vehicle overhang shall be installed at the edge of the display areas along the site perimeter near the ditch. These features must be shown on the applicant's Site Work permit.
- c. Temporary erosion and sediment control (TESC) measures shall be required for this site according to City codes and standards; however, as an extra precaution to mitigate the proximity of construction activities to fish habitat, a double silt fence shall be installed adjacent to the North Fork of Issaquah Creek and the offsite ditch. The location and extent of the fence will be determined with city staff during the Site Work permit review.

SEPA Condition 2: [Deleted by staff]

SEPA Condition 3: The purpose and intent of the following condition is to discourage the uncontrolled intrusion of humans into the stream mitigation area, provide a passive recreation opportunity and to ensure long-term protection. The following information and improvements shall be provided:

1. A minimum of two (2) interpretive signs shall be installed and maintained as part of the stream buffer establishment. These signs shall indicate the stream buffer boundaries, the role the North Fork of Issaquah Creek plays in the ecosystem and restrictions related to the use of the stream mitigation area.
2. The stream and buffer shall be encumbered by a public open space, conservation easement granted to the City of Issaquah, or other open space protection mechanism. The easement shall state that any uses within the easement shall be as approved by the Development Services Director. The uses shall be consistent with the stream buffer purposes and the general benefit to the public. Evidence that the easement or open space protection

mechanism has been recorded will be required prior to the issuance of a certificate of occupancy.

SEPA Condition 4: Any stormwater discharges and structures, such as dispersion trenches, within or draining to critical areas need to be shown on stormwater plans. Any associated impacts to critical areas need to be quantified and mitigated. The applicant's biologist shall consult with the project civil engineer to determine if outfalls would impact the stream or buffers and otherwise verify existing hydrologic conditions will be maintained and provide this information with stormwater permit documents.

SEPA Condition 5: To mitigate impacts associated with offsite frontage improvements within the N. Fork of Issaquah Creek buffer, all buffer areas within 75' feet of the ordinary highwater mark shall:

1. Be planted consistent with King County Critical Areas Mitigation Guidelines, taking into account any existing plantings that meet the requirements; and mitigated for the buffer reduction with enhancements, e.g. adding large woody debris, trees, shrubs, and groundcover, spawning gravel, upsized trees, etc.
2. Mitigation areas include both sides of the onsite stream buffer onsite and, when possible, offsite.

SEPA Condition 6: Should any items of archaeological or cultural significance be found during construction, the applicant will cease further site work and notify the Washington Department of Archaeology and Historic Preservation, the Muckleshoot and Snoqualmie tribes, and the City.

SEPA Condition 7: The portion of the E. Lake Sammamish Parkway roadway adjacent to the project site is under the jurisdiction of WSDOT; therefore, the applicant shall make all required frontage improvements, behind the curb. The applicant shall provide nonmotorized frontage improvements consistent with CIDDS 6.4.G Boulevard Street Standards, as modified by AAS19-00005.

3. The project shall include signage onsite near the site access at streets bordering the site, including at 66th Street SE and East Lake Sammamish Parkway, directing users to the nearest connection with the Issaquah Preston Trail.
4. Prior to site work permit approval, the applicant shall submit detailed plans showing how the private pedestrian priority street will comply with CIDDS 6.4.D.
5. To implement the nonmotorized improvements, a six-foot bike lane shall be provided behind the curb and separated from the roadway by a 3-foot landscaped buffer together with a five-foot sidewalk meeting the standards for accessibility. Bicycle and pedestrian facilities will have distinct surface materials with signage and/or striping to identify each user's zone: asphalt for bicyclists, concrete for pedestrians. Street trees will not be planted. This condition will be met with the Site Work Permit.

6. [Deleted by staff]
7. [Deleted by staff]
8. [Deleted by staff]
9. When identifying significant trees, calculate the diameters of multi-stemmed trees according to the City's diameter-breast-height (dbh) method, per CIDDS 2.2:
 1. For trees with multiple leaders at four and one-half (4.5) feet height, the d.b.h. shall be the combined cumulative total of branches greater than six (6) inches diameter at four and one-half (4.5) feet above the average grade.
 2. Obtain a new number for total inches of significant trees in the developable area and update this figure throughout the Tree Plan. Compliance will be reviewed with site work and landscape permits.
10. Consistent with minimum tree density standards in CIDDS 10.10, the applicant shall plant 110 trees measuring a minimum of 2" caliper on site or in an approved offsite location, or else make a payment into the tree fund in lieu of providing replacement trees.
11. In accordance with CIDDS 10.5.B.2, the applicant shall provide details for landscaping and architectural elements to show compliance with rooftop landscaping requirements.
12. Groundcover plants shall be added in the Existing Onsite Mitigation area compliant with City requirements.
13. [Deleted by staff]
14. [Deleted by staff]
15. Existing utilities that cannot be relocated during the construction phase of the project shall be screened to minimize their presence. New utilities must be located within the building, away from pedestrian areas in service areas so as to eliminate their visual impact.
16. The trash enclosure must have a roof to prevent wildlife from accessing garbage.
17. [Deleted by staff]
18. The use of tile at the Lincoln Dealership storefront shall be allowed only in large panels installed with a heavy masonry appearance.
19. [Deleted by staff]

20. [Deleted by staff]
21. [Deleted by staff]
22. [Deleted by staff]
23. Applicant requested we consider this project as "Phase 2" of the development of this site, with "Phase 1" being the stream relocation by WSDOT. A City-approved CLOMR must be submitted to FEMA prior to approval and issuance of the Flood Hazard permit.
24. No permits will be issued for filling, grading, paving, installation of landscape berms and planters, storage of equipment or materials, excavation or drilling operations located within SFHA without an approved FLH permit.
25. [Deleted by staff]
26. The proposed project is located within a Critical Aquifer Recharge Area (CARA) Class 1 Zone and Sammamish Plateau Wellhead Protection Zone (see IMC 18.10.796). Submittal of a hazardous Material Construction Inventory List is required for construction permits, and infiltration of runoff from pollution generating impervious surface area requires pre-treatment.
27. All stormwater SEPA conditions will be met with the Site Work Permit.
28. Intersection of SE 66th Street and 230th Ave SE shall be designed to meet City of Issaquah and MUTCD standards supported by and traffic engineering study. This condition will be met with the Site Work Permit.
29. For the driveway located on SE 66th St, provide sight distance analysis triangles, outlining necessary line-of-sight-clearing as required by the City's Street Standards for a non-residential driveway intersecting a 25-mph public roadway. This condition will be met with the Site Work Permit.
30. [Deleted by staff]
31. The applicant shall work with staff and Recology to specify an appropriate waste generation rate for the Evergreen Lincoln Ford site. Additional information is required to determine compliance with the design standards, siting details, and sizes indicated in Handout 109.
32. Wheel stops shall be installed at the edge of the display areas adjacent to the stream buffer to ensure that display vehicles do not extend into the buffer area. This condition must be shown on the applicant's Site Work permit.

33. As designed, the project proposes strategies that would add up to a LEED Silver equivalency rating. The applicant shall continue to refine its design and work with the Office of Sustainability and its consultant to add as many additional LEED qualified building strategies as possible and practical, with the goal of reaching a LEED Gold equivalency rating. No formal certification is required. The reasonable cost of the City's consultant will be paid by the applicant. The applicant commits to making a good faith effort to apply as many strategies as possible and the City of Issaquah's Office of Sustainability commits to considering a range of equivalent compliance options to meet the intent of the LEED program. Prior to issuances of a Certificate of Occupancy, the applicant shall submit to the Office of Sustainability a final LEED report including a LEED scorecard achieving the equivalent of LEED Gold, or if LEED Gold cannot be achieved, a detailed description of why this was not possible.
34. Prior to Site Work Permit issuance, the applicant shall submit a deviation to the Collector Street standards to allow removal of the landscape strip at the bridge crossing SE 66th Street. If the deviation is not granted, then the right of way improvements shall be built per Street Standards.
35. Applicant shall provide summary engineering report stamped by the project engineer which together with the existing WSDOT stream relocation documentation addresses the complete CLOMR application requirements. Documents shall be reviewed and approved by the City of Issaquah Floodplain Manager prior to the Flood Hazard Permit Approval.